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URGE MORE SUBCONTRACTING PLANTS IN BELORUSSIAN SSR;
AUTOMATIC PLANT GETS TRYOUT

LACK OF COOPERATION HAMPERS BICYCLE PLANT -- Minsk, Sovetskaya Belorussiya, 12 Dec 50

The Minsk Bicycle Plant, one of the larger enterprises in the Belorussian SSR and one that was created in the postwar period, has established production relations with a number of plants in the republic. For example, the Borisov "Zvesda" Artel supplies it with handlebars and other parts. The Minsk MYuD Artel furnishes crates for packing the bicycles. The Industrial Combine of Voroshilovskiy Rayon is preparing to produce various parts of the bicycle. The Minsk Tractor Plant also supplies some of the parts.

However, the plant has taken only the first steps toward cooperation with other plants in the republic. It is still receiving from other USSR republics units and semifinished products which could be produced very easily within the Belorussian SSR. For example, it receives lubricators from Khar'kov; horns, pumps, seat covers, and bicycle tool cases from Moscow and Moscow Oblast; and mirrors from Velikiye Luki Oblast.

Moreover, the subcontracting plants are not always specialized plants of the automobile and tractor industry but industrial artels and local enterprises of Moscow Oblast and the city of Khar'kov. They are supplying the bicycle plant only half-heartedly with semifinished products, and the bicycle plant is not in a position to remedy the situation. As a result, it has frequent standstills. Its unfinished products pile up in great quantities and its plans are not fulfilled. For example, in October it was unable to send out 6,200 finished bicycles because it had failed to receive lubricators from a Khar'kov plant that supplies them. Its leftovers of finished products exceeded by 87 percent the amount permitted by the norm. In some periods, leftovers of unfinished products are two or three times the amount permitted by the norm.

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In addition to insuring an uninterrupted supply of parts, the establishment of subcontracting plants within the republic would lower production costs by reducing transportation expenditures, which are considerable. It is estimated that in 1951 the cost of transporting such parts will be 144,000 rubles.

Moreover, it is possible to organize production of whole bicycle units in some of the republic's industrial enterprises without additional capital outlay. These units include pedals, saddles, and front bushings, which the bicycle plant is producing itself.

Despite the importance of cooperation with others, the plant's management has so far shown little initiative in promoting the production of parts in the Belorussian SSR. It was only recently, in connection with the increased production plan for 1951, that the plant requested Gosplan Belorussian SSR and several of the ministries to organize such production. In particular, it asked the Ministry of Local Industry to arrange for the production of oil cans, horns, pumps, and other units in its enterprises, and the Ministry of Light Industry for seat covers and bicycle tool cases. Both ministries agreed that such production was desirable, but to date neither they nor Gosplan have given a positive reply. Apparently, none of their enterprises are willing to assume new obligations. The attitude of the Ministry of Local Industry, which is willing to produce only bicycle horns, is particularly hard to explain since its metalworking plants are well equipped technologically.

The situation at the bicycle plant is typical of many other enterprises. For example, the Minsk Automobile Plant has long been trying to persuade Gosplan to arrange for the production of semifinished products by local industry, but without success.

The promotion of industrial cooperation is the responsibility not only of individual plants but also of the ministries and Gosplan Belorussian SSR. Only on this basis will it be possible to organize cooperation not only among plants of a single ministry but among plants belonging to different ministries. -- M. Ippa and L. Sosin, lecturers at the Belorussian State Institute of National Economy imeni V. V. Kuybyshev

NEW MOSCOW PLANT TO MAKE PISTONS -- Znaniye-Sila, No 10, 1950

A trial run was given recently to the newly established Moscow Automatic Metalworking Plant, which is designed to turn out pistons for ZIS-150 truck engines. All the processes involved in the production of this part, from billet casting to the wrapping of the finished product, will be done at the plant by a line of automatic machine tools.

PUTS OUT WASHING AND SPRAYING TRUCK -- Avtomobil' No 9, 1950

The Experimental Machinery Plant of the Public Welfare Administration of the Moscow City Executive Committee has been putting out since 1949 the FM8 machine for washing and spraying streets and planted areas.

The FM8 is mounted on the chassis of the ZIS-150 truck, and its tank has a volume of 6,000 liters. It emits 0.3 liter of water per square meter in spraying and one liter per square meter in washing. It can spray an area 18 meters wide and wash an area 6 meters wide. Its productivity is 70,000 square meters per hour in spraying and 13,000 square meters in washing.

MULTIPLE RENOVATION OF TOOLS BRINGS SAVINGS -- Frunze, Sovetskaya Kirgiziya, 15 Dec 50

The Khar'kov Tractor Plant imeni Ordzhonikidze, which initiated the campaign for the multiple renovation of tools, saved 3,600,000 rubles within the last 14 months as a result of tool conversation.

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